

In the Claims: (referring to revised PCT claims 1 to 13 annexed to the PCT I.P.E.R.)

1     **1.**     (original) A method for determining a steering torque for  
2             the steering wheel of a motor vehicle, wherein a steering  
3             angle for the steered wheels is predefined by the driver by  
4             means of the steering wheel using a continuous mechanical  
5             connection between the steering wheel and the steered  
6             wheels with a steering-wheel torque which represents the  
7             forces on the vehicle axle being active, said  
8             steering-wheel torque being caused as a result of the  
9             continuous mechanical connection existing between the  
10            steering wheel and the steered wheels and wherein a manual  
11            torque ( $M_{soll}$ ) which is superimposed on the steering-wheel  
12            torque ( $M_{ist}$ ) is determined using at least one axle model.

1     **2.**     (original) The method as claimed in claim 1, characterized  
2             in that the manual torque ( $M_{soll}$ ) is determined in such a  
3             way that actuation of the steering wheel in a direction  
4             which is favorable in terms of vehicle movement dynamics is  
5             made easier.

Claims 3 to 11 (canceled).

1     **12.** (original) The method as claimed in claim 1, characterized  
2             in that, by virtue of the fact that the steering torque ( $M_{soll}$ )  
3             is superimposed on the steering-wheel torque ( $M_{ist}$ ), the driver  
4             is prompted to perform a steering action on the steering wheel

5        which generates steering angles which correspond to a better  
6        driving behavior of the vehicle.

Claim 13 (canceled).

**[REMARKS FOLLOW ON NEXT PAGE]**